

HSR on Caltrain - thundering across dozens of grade crossings and by station platforms at up to 125 mph - is not safe and reliable. Even with just Caltrain at the present 79 mph, grade crossings are a hazard

In 1999, Amtrak's crack "City of New Orleans" on 79 mph track hit a steel-laden truck at a grade crossing, derailed two locomotives and 11 of 14 passenger cars, killed 11 people, and injured 128. What if the truck had been a gasoline tanker?

More recently ACE hit a gravel truck near Livermore; thankfully the truck was empty.

Trains may emerge relatively unscathed, but they are vulnerable to accident or sabotage. Things happen.

Californians in 2008 approved Proposition 1A for "...Safe, Reliable..." High Speed Rail. Such HSR must be secure, running on well-fenced and grade-separated track.

**Mske High Speed Rail Safe and Reliable!**

**\*\*Phase HSR to the Bay Area first just to San Jose, with near-seamless transfers there to Caltrain, Capitol Corridor, Amtrak, ACE, VTA rail, and the planned SV-BART.**

**\*\*Later phase HSR along the UP/Amtrak line via Mulford to Oakland and continue to Sacramento. From a new transfer station at the BART overpass in Oakland, four joint BART/Muni stations in downtown San Francisco are ten minutes or less away, with 16 trains per hour.**

**\*\*Squander no HSR funds to electrify Caltrain, to extend it to the mis-named Transbay Transit Center, or to plan a future new train tube under San Francisco Bay.**

**\*\*Require all other HSR tracks to be well-fenced and grade separated.**

Robert S. Allen 925-449-1387

BART Director, District 5, 1974-1988

Retired, SP (now UP) Western Division, Engineering/Operations





CITIZENS FOR CALIFORNIA HIGH SPEED RAIL ACCOUNTABILITY  
Post Office Box 881, Hanford, California 93232  
[frank.oliveira@me.com](mailto:frank.oliveira@me.com)  
559-469-6685  
cchsra.org Website  
@CCHSRA Twitter

November 18, 2014

**CALIFORNIA HIGH-SPEED RAIL AUTHORITY**

770 L-Street, Suite-880  
Sacramento, California 95814  
**Attention: Board Members**

**Regarding: CCHSRA PUBLIC COMMENT FOR THE CALIFORNIA HIGH-SPEED RAIL AUTHORITY BOARD MEETING 10-14-2014**

On October 14th, at your last Board meeting, we told you that we were aware that your design contractor had notified you that the route you have told the court you will build between San Francisco and Los Angeles...will not work. Your contractor notified you via the September-2013 Program Management Team (PMT) Report. You have had this information for more than a year.

Oddly, we do not remember this project killing information ever being discussed at a Board Meeting or being released to the Legislature or the Public.

The route that you have told the court you will build over the Tehachapi Mountains is too steep and is unachievable. Change the route to a workable mountain crossing and you will blow your Prop-1A Phase-1 maximum trip time.

What a conundrum. Stuck pretending you are building something that you know will violate the proposition to keep the federal ARRA funding coming or confess that you really have to redesign the project to comply with the legal requirements. Will you do it right or fake it? What to do?

We challenged you to explain at this meeting how you were going to travel over the Tehachapi's and safely descend more than 4,000-feet, while maintaining 220-miles per hour. Your Program Manager told the court you are planning to do it but did not disclose the PMT report.

You are acquiring land and already have started construction. You are spending lots of federal ARRA money but sadly we do not see this basic viability topic being discussed on your agenda as challenged. This should be easy for you to explain.

Simply explain what the PMT Report revealed. It is a reasonable request that is relevant to the \$6-Billion on the table today.

Can you really connect the Central Valley to Southern California? We are talking about the key component of the Initial Operating Segment...the IOS-South.

Is the Central Valley going to be that \$6-Billion stranded investment predicted by Senators DeSaulier, Simitian and Lowenthal in 2012?

Are you uncomfortable discussing this matter with the public?

How long are you going to cover this up?

Would you care to explain this to us, right now, here today?

November 18, 2014

Page-2 of 2



Frank Oliveira, Co-Chair

Citizens for California High-Speed Rail Accountability

Attachments:

CCHSRA PUBLIC COMMENT FOR THE CALIFORNIA HIGH-SPEED RAIL AUTHORITY BOARD MEETING 10-14-2014

Pc:

CHSRA Board Members

Governor

Select State Senators

Select US Congress Members

Media





CITIZENS FOR CALIFORNIA HIGH SPEED RAIL ACCOUNTABILITY  
Post Office Box 881, Hanford, California 93232  
[frank.oliveira@me.com](mailto:frank.oliveira@me.com)  
559-469-6685  
[cchsra.org](http://cchsra.org) Website  
@CCHSRA Twitter

October 14, 2014

**CALIFORNIA HIGH-SPEED RAIL AUTHORITY**

770 L-Street, Suite-880  
Sacramento, California 95814  
**Attention: Board Members**

**Regarding: CCHSRA PUBLIC COMMENT FOR THE CALIFORNIA HIGH-SPEED RAIL AUTHORITY BOARD MEETING 10-14-2014**

On September 28th, John Cox from the Bakersfield Californian reported that your staff has known since 2013 that your Tehachapi Mountain route will not work. Suppressed Authority documents confirm this.

You will have to start over or abandon the project. The length at steep grade simply exceeds the maximum tolerances allowed by your Technical Design Requirements.

This is a national transportation infrastructure catastrophe like the Bay Bridge that will unfold after you spend the appropriated \$6-Billion dollars pretending to build something in the Central Valley that will not connect to Southern California.

Your Chief Program Manager's sworn court statement reflects the train must make an almost 3,000-foot elevation drop down the mountains and through the entire Central Valley maintaining 220-mph, in order to meet the legally mandated time requirement of less than 2-hours and 40-minutes.

Not a problem for a garbage in, garbage out, computer model but there is no steel wheel, on steel rail trains available that can maintain a 220-mph climb up the Tehachapi's. There is no braking system that would make it safe to go down the Tehachapi's at 220.

Prop-1A requires your Funding Plan certify completed EIR's for the entire operating segment before asking for an appropriation in order to protect the public's investment from problems like this after the fact. Complying with that requirement would have revealed the problem and forced appropriate mitigations in routing that obviously affect EIR's north and south of the mountains.

You failed to tell the Legislature that you knew your plan would not work when you requested the Prop-1A billions but they would not have appropriated the money for you if you had. We believe the Supreme Court will see this.

Why was the contract for the consultant that prepared these suppressed documents not renewed?

Were they canned for not pretending for you?

Why did your staff delay releasing these documents for months after they were requested?

This looks like a cover-up, smells like a cover-up and is a cover-up. Will the state Attorney General investigate this cover up?

Does Governor Brown realize that you have known at the latest 2013 that his legacy project will not work and will make him an international fool?

October 14, 2014

Page-2 of 2

Billions of ARRA dollars are being used on this pretend project. Will the US Attorney General investigate this cover-up?

Have you told the US Department of Transportation about this?

What will Congress say?

We challenge you here today: point us to the braking system that will slow your pretend train down as it falls off the mountains at 220.

We demand a full public presentation on all of these issues at your next Board meeting.



**Frank Oliveira, Co-Chair**  
**Citizens for California High-Speed Rail Accountability**

Attachments: None

Pc: Pending